SOME NOTES OF THE WEEK

GOV.

ISSUES

THANKS-

GIVING

PROCLA-

PRES SCHWAR ..

IN MY LIFE

ITS A MISTANE.

NEVER FELT BETTER

WILLIAM AND EDWARD GREET EACH OTHER ON BRITISH SOIL.

s German Majesty the Guest of His Royal Brother at Sandringham House.

FOR THE KAISER WELCOME

IMPOSING NAVAL DISPLAY ON HIS ARRIVAL AT PORT VICTORIA.

Cheers and Salutes When He Took the Train for Dover to Review Troops at Shorneliffe Camp.

HIS REGIMENT

FIRST ROYAL DRAGOONS ORDERED TO CHEER FOR KING EDWARD.

Toasts at a Luncheon-German and English Detectives on Watch at All Points During the Day.

LONDON, Nov. 8.—The German imperial yacht Hohenzollern, with Emperor William | Great Northern Official Who Went on board, accompanied by the escorting German cruisers and a flotilla of British torpedo boats, reached Port Victoria at 8 o'clock this morning.

The arrival of the German Emperor was made the occasion of an imposing naval display. All the warships at Sheerness were dressed, their crew manned the decks and the usual salutes welcomed the imperial visitors. The Emperor wore the undress uniform of a British admiral. The German ambassador, Count Wolff-Metternich, soon joined his Majesty, who subsequently received the British court officials sent to attend him and the other members of the German embassy.

After breakfast Emperor William landed, and cheering lustily, and the British warships firing another salute as the Emperor boarded a train for Dover, on his way to Shorncliffe camp, where he reviewed the precautions were taken by the railroad officials. All traffic was stopped along the route to Dover half an hour before the imperial special train was due. Large British and German detective staffs were on duty and the junctions and the approaches to the stations were closely watched and cleared of spectators during the passage of the train. It was raining heavily when Emperor William left the train at Dover, ace, mounted on one of his own chargers, he rode to Shorneliffe camp, accomed by Lord Roberts and a brilliant

Prior to starting for the camp Emperor William received three addresses from representatives of local bodies, to all of whom he replied simply: "I thank you very much for coming to see me." Ris Majesty arrived at the review

ground at the head of the cavalcade with Lord Roberts at his side, and reviewed some six hundred men of his regiment. The inspection lasted only ten minutes, the peror passing down the line while torrents of rain were falling, and in the teeth of a gale of wind. His Majesty, however, scrutinized the officers, men and He then proceeded to the saluting After the march past the dragoons formed a hollow square and Emperor William addressed the regiment as follows: "It gives me great pleasure for the first time since the death of your late Queen, my beloved grandmother, to have the honor ng able to inspect you. I congratulate the regiment on its appearance and

on the way in which it conducted itself in South Africa. I congratulate you on your return home and on the arduous duties which you have fullfilled with honor to ntry and to the gratification of your King. I am pleased to be able to inspect you to-day, and I think the best way of thanking his Majesty for the kindness am receiving is to order the regiment to Three cheers for his Majesty, King Edward," cried the Emperor, who led the

Emperor William and the officers then went to the mess room of the regiment, where his Majesty had lunch. Subsequently he was driven in a closed carriage to Shorncliffe station and took a train for Sandringam. Among the house party there are the Prince of Wales, Premier Balfour, Colonial secretary Chamberlain and Mrs. Chamberain, War Secretary Brodrick, Ambassador ascelles and Sir Frederick Treves, sergeant surgeon to King Edward.

With the exception of the Shorncliffe review the reception of Emperor William was everywhere remarkably lacking in formalities, he having especially requested that guards of honor and similar attentions be dispensed with. After the review the Emperor presented decorations to Lord Basing, the officer in command, and to other officers of the regiment. After the luncheon, Lord Basing toasted nperor William and referred to the in-

ase gratification felt by the regiment with the Emperor's speech on the review nd and to the munificent present his Majesty had sent during the war for the pport of the wives and children of the men serving in South Africa. Lord Basing concluded with declaring that the fact that Emperor William was colonel-in-chief made the regiment the most popular in the army and calling on those present to drink a bumper to the health of his imperial Maj esty, with "three times three." In reply the Emperor said:

"Gentlemen-Let me again assure you how great a pleasure this day has given me. I am extremely honored and very happy to hear that the sum I devoted to wives and children of the dragoons who departed for the war has done so much good. I think the best way of marking this day in the history of the regiment is adding another sum thereto, in the hope that may do an equal amount of good.

Emperor William concluded with calling for cheers for the regiment. Emperor Wil-Ham reached Wolferton at 6 p. m. He was met at the station by King Edward and their Majesties drove to Sandringham. The meeting of the King and Emperor at Wolferton was as informal as could well be imagined. The public, as it had been elsewhere, was rigidly excluded from the station. A few minutes before the arrival of Emperor William's special train King Edward, accompanied by a single equerry, drove up to the station with a pair and brougham. His Majesty wore a top hat and a frock coat. He stepped upon the platform as the Emperor's train stopped and bared his head as his royal visitor alighted. Their Majesties shook hands and embraced and quickly drove off to Sand-

LIBERALS JUBILANT.

Result of By-Elections Thought to Indicate Fall of the Ministry.

LONDON, Nov. 8 .- The Liberals are jubiant and the Unionists are proportionately disgruntled over the results of the by-elections in the Cleveland and East Toxteth divisions. The large increase in the Liberal majority in the Cleveland division is generally admitted, even by the Conservative organs, to be due to dissatisfaction with the this city by running over a cow, which beeducation bill, which is still wending its way through the House of Commons. In stop. The accident happened on a steep the East Toxteth division the reduction of grade.

the Unionist majority by over 1,500 was greatly due to a curious feature unassociated with current political controversies. Austin Taylor, who just managed to win the seat, had taken a prominent part in Liver-pool, to which the division belongs, against the Ritualists, whose practices caused the crusade which recently ended in the tragic death of John Kensit, the anti-Ritualist leader. In fact Mr. Taylor had gone so far as to support a Liberal in a neighboring constabulary against a Conservative high churchman. This stirred up the Ritualists of East Toxteth to such an extent that they entered upon a vigorous campaign against Mr. Taylor and prominent Unionists issued an appeal for aid for the Liberal candidate. Premier Balfour and Colonial Secretary Chamberlain intervened, but were unable to restore harmony. The curious spectacle was then presented of a Liberal backed up by Nonconformists daily denouncing the clerical tendencies of the educational ionable clergy and their congregations.

bill, yet having the support of the fash-Both by-elections, taken in conjunction with other Liberal successes, are interpreted by the organs of the party they favor as being sure signs that the government will be defeated should a general election be held. This, however, is quite unlikely and it would take a good many East Toxeths and Clevelands to even appreciably disturb the equanimity of Mr. Balfour's large, solid majority in the House of Commons. In this connection an interesting political rumor is current that War Secretary Brodrick is soon to be gracefully retired with a peerage or some office. There seems but slight ground to believe it is founded on fact.

International Musical Festival.

BERLIN, Nov. 8 .- An international musicil festival will be held in Berlin from Oct. 1 to Oct. 17, 1903, in connection with the dedication of the Richard Wagner monument. One day will be devoted to Ameri-(CONTINUED ON PAGE 5, COL. 1.)

LOST IN THE MOUNTAINS

NO TRACE OF RAILWAY SUPERIN-TENDENT BENJ. F. EGAN.

Hunting in Montana a Week Ago and Has Not Been Heard From.

ST. PAUL, Minn., Nov. 8 .- The stimulus of a big cash reward has been added to all other inducements to find Superintendent Benjamin F. Egan, of the Kalispel division of the Great Northern Railway, if he is alive, or his body, if dead. The employes of Breckenridge division of the Great Northern, the division of which Mr. Egan was assistant superintendent until a few weeks ago, when he was promoted to the Kalispel division, have offered a reward of \$500 for the recovery of their former chief, alive or the crew of the Hohenzollern manning ship dead. The Great Northern Railway Company has added another \$500. It is now almost a week since Mr. Egan and a few friends went into the mountains near Kalispel to spend a few days in hunting. The First Royal Dragoons, of which regiment hunters took separate courses, expecting to he is honorary colonel-in-chief. Unusual come together at camp in the evening. Mr. Egan failed to join the others.

CHURCH AT OMAHA FILLED WITH A CROWD OF CURIOUS PEOPLE.

Street Jammed with Women and Others Who Failed to Gain Admission-Plea for the Dead.

OMAHA, Neb., Nov. 8.-Elbowing each other roughly in an endeavor to gain admission to the German Baptist Church a big crowd of women gathered this afternoon to attend the funeral of Miss Augusta Busch, who, with the Rev. William C. Rabe, was found dead in the vestibule of the church last Tuesday morning. Long before the hour set for the funeral the people began to arrive. The church was packed to suffocation and a long line of disappointed men and women gathered in front of the sanctuary unable to gain admittance. During the services the crowd continued to accumulate, and before the sermon had been concluded the street was jammed with people on foot and in car-

The funeral was under the auspices of the church. The Rev. Thomas Anderson. Calvary Baptist Church, conducted the Mr. Anderson referred openly to the tragedy in his sermon, saying: "Many enemies of the Christian church will make much of the fall of this man and this woman, but I prefer to overlook her faults. more sinned against than sinning, | is 4,007; instead of 2,912 Hill's is 3,909; instead and whatever sin she committed was atoned for by the years of self-sacrifice that preceded it. All of us are weak, and she fell before temptation. The body was taken in charge by the trustees of the church and was buried at

Forest Lawn Cemetery. John Erion, a brother-in-law of the dead reacher, started this evening for Buffalo with his remains. The funeral and interment will occur in that city.

SPECIAL TRAIN CARRYING OHIOANS RUNS INTO A FREIGHT.

Railway Employe Is Killed and Another Knocked Senseless-Col. M. T. Herricks's Dinner Spoffed.

special train carrying 125 bankers from this | covered the error in addition. He called city and all points in northern Ohio to New Orleans collided head-on with a freight five miles south of Marysville late to-day. But | recapitulation sheet. Then Mr. Brown did one man was killed. He was a railroad man and was known by the name of "Ducky," and is said to have lived in Lorain, O. He was riding on the baggage car | was also made. A reporter in going over immediately back of the tender and was the vote for secretary of state found a miscrushed to death. None of the passenger cars was derailed and none of the bankers was hurt. The shock of the collision smashed a large amount of tableware in the total vote of Hartford, the Democratic the private car of Col. Myron T. Herrick, candidate whose name was opposite his on who, with Mrs. Herrick and some friends,

were about to sit down to dinner. The train left Cleveland at 1:30 o'clock this afternoon and is due in New Orleans Monday morning. The trip is being made in a leisurely manner, several sight-seeing stops being made en route. George Redrup, a brakeman on the bankers special who was in the rear of Colonel Herrick's car, was thrown seven feet and knocked senseless. He was not seriously hurt. The locomotives telescoped, but neither train was ditched.

The bankers proceeded on their journey in about three hours, after necessary repairs had been made that allowed the locomotive to haul the special passenger train to the next roundho

Chicagoans Run Over a Cow. AUSTIN, Tex., Nov. 8 .- The special train bearing the Chicago excursionists came near being wrecked three miles north of came so entangled in the fore wheels of the engine as to bring the train to a sudden

AN INDIANA FAMILY

PRESENTED WITH THE FIRST

ANY BRANCH OF THE FAMILY

FOR FORTY YEARS

GIRL-BABY THAT HAS ENTERED

MISTAKES DISCOVERED THAT

Daniel E. Storms, Candidate for Secretary of State, Has a Plurality

of 4,007.

CHANGE THE FIRST TOTALS.

AN IOWA EDITOR IS

TOUCHED FOR \$ 13000

THE CZAR OF

SUGAR TO

50ME 15

SALT TO

OTHERS

LET ME

ALLEGATE -

RUSSIA :-

THE MANNER OF COMPARISONS

VOTE ON JUDGES AND MEMBERS OF THE LEGISLATURE.

August M. Kuhn in a State of Indecision-An Amendment Suggested to the Election Law.

Revised Pluralities, State Officers.

For secretary of state, Storms, 4,007. For treasurer of state, Hill, 3,909. For clerk of the Supreme Court, Brown,

For judge of the Appellate Court, Wiley,

Mistakes were discovered yesterday forenoon in the totals on the recapitulation sheet containing the vote of Marion county on the state ticket which affect materially the pluralities of four of the Republican candidates-Daniel E. Storms, secretary of state-elect; Nat U. Hill, state treasurer-elect; R. A. Brown, clerk-elect of the Supreme Court, and U. Z. Wiley, judge-elect of the Appellate Court, Second district. Instead of 3,927 Storms's plurality

of 2,984 Brown's is 3,984, and instead of 2,386 Wiley's is 3.852. In three instances the mistakes were made in computing the total vote of the Republican candidate. In Judge Wiley's case the error was in giving the Democratic candidate a larger total than he was entitled to. The mistakes were a result of the extreme hurry with which the totals were computed Friday night on the adding machines. The machines did their work correctly, but the man who read the figures to the operators erred in calling ward or

township totals, and as a result the grand total was proportionately wrong. The mistakes were discovered yesterday morning when the candidates affected began skirmishing around to find out why they ran so far behind the ticket. R. A. Brown, whose plurality was exactly 1,000 shy of what it should be, could not understand why he should have fallen off so in Marion county, and he was down at the county clerk's office bright and early to conduct a little investigation all his own, MARYSVILLE, O., Nov. 8 .- The Big Four | He went over the figures carefully and dis-Deputy Clerk Hare's attention to the mistake, and the correction was made on the some figuring for his friend Nat Hill and discovered that Hill's total was also short almost a thousand votes. This correction take of eighty votes in Mr. Storms's favor. Judge Wiley found that his apparent falling off was due to the mistake in adding Wisconsin 51-Northwestern

> the ticket. No further mistakes have been discovered so far, but before the returns are certified to the secretary of state next week the totals will all be computed again with the greatest care. It is possible that some small errors will be found, but it is thought that there will be none that will materially

> affect the pluralities No mistakes have been discovered in the totals on the county ticket, but several of the successful candidates have complained that their pluralities were not correctly figured. In the race for representative in the State Legislature each candidate's plurality was computed by comparing his vote with that of the man whose name stood opposite his on the ticket. By this method Muir's plurality was placed lower than that of any other of the Republican candidates because his name was opposite that of Fogarty, who received a larger vote than any other Democrat. It is argued that all the Republicans were running against the Democrat who made the largest vote, and that for this reason in computing pluralities the comparisons of all the Republican totals (CONTINUED ON PAGE & COL. 2.)

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2-Fanatical Doukhobors to be Sent to Their Homes. 4-Indiana News. 5-Anti-imperialistic Charges Denied;

Other Washington News. 6-Sporting News. 7-Sporting News. 8-In the Local Labor Field; Other City

9-Court and Real-estate News and Classi-

fled Ads. 10-Hotel Lobby Gleanings and Other City

Part Two-Ten Pages.

1-Soldiering in Japan; Dowie's Zion City; Mammoth Model Garden; Indian Summer Along Shore. 2-A Friend of Chinamen; Care of Wild Animals.

3-Telegraph Back Reading; The Land of the Voodoo. -Editorial Page.

6-Crop of Benevolence; Where the Women Vote. 6-Personal and Society News.

8-Gossip of Wall Street; Financial Mar-9-Live Stock and Local and General Produce Markets.

10-You May Be Gold-Plated; Gotham's Dining Places. Part Three-Eight Pages.

1-Opening of Quail-Shooting Season; Stage Hands' Story; Making and Selling of Pretzels. 2-Literary News and Gleanings; Questions and Answers.

3-Musical and Dramatic. -Suburban Society News; Writing Comic Opera. 5-Dark Deeds in the Czar's Dominions:

New Submarine Boats. 6-Illustrated Fashions; Lessons in Econ-

7-Original Story, "The Scuttling of the 8-General Young, of the Army: In the Hard-Coal Mines.

SCORES OF FOOTBALL GAMES

Indiana Colleges and Schools.
Culver Academy 31-I. M. T. H. S
Shortridge H. S 12-Hanover
Chicago39-Indiana
De Pauw
Purdue
St. Xavier16-Earlham
Ind. Normal10-E. Ill. Normal
Fairmount Acad 5-Muncie H. S
W. Lafayette H. S10-Rensselaer H. S
Bloomington H. S21-Blue River Acad
Warsaw H. S80-Columbia City H.
Madison C. C24-Columbus H. S
Crawfordsville H. S.23-Lebanon H. S
Spencer H. S 6-Panhandle A. A
Noblesville 0-Boxleytown
South Bend H. S40-Niles H. S
Bloomfield H. S 39-Linton H. S
Marion H. S28-Logansport H. S
Carthage H. S 2-Knightstown H. S.
Richmond H. S 46-Winchester H. S
Aurora46Lawrenceburg H. S
Other Western Contests.

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California 16-	-Stanford
Nebraska 16-	-Kansas
Case 23	-Ohio State
Missouri 27-	-Washington (St. L.).
In the	e East.
Harvard11-	
Yale36	-Bucknell
Naval Cadets12	
Cornell50-	-W. and J
Brown28	
West Point56	
Lehigh34	
Carlisle24	
	~

Minnesota 17-Illinois

Dickinson34-Georgetown 0 In the South. .12-Texas Virginia Poly..... .28-Georgetown 29-Hampton Sydney 0 Virginia M. A. Texas A. & M. 6-Mississippi 27-Mississippi A. & M ... 17--Georgia Tech..... St. Albans P. S

Alabama

VAST DEPOSITS FOUND IN SOUTH-WESTERN INDIANA.

President D. M. Parry, of Indianapolis Southern Road, Receives Report of Alabama Experts.

VALUE MAY REACH \$100,000,000

FORTY-INCH VEIN OF COAL IS ALSO

LOCATED.

Wealth of Ore Lies Along Right of Way of Indianapolis Southern-Mr. Parry's Statement.

Iron ore experts from Birmingham, Ala., who have been quietly prospecting in southwestern Indiana and especially in Sullivan county, have made reports to officials of the Indianapolis Southern Railroad that iron ore of a very superior quality and in immense quantities exists along the line of the projected road. Not since the discovery of natural gas in Indiana has any discovery of natural resources been of more importance for the future development of the State. The possibilities of this discovery are believed to be almost

Their written report will be ready for subleaves no doubt that the ore is of a very out to sea and sunk, the cage being pure quality and practically inexhaustible. The value of the deposits is placed at not less than \$100,000,000. The experts say that the ore is purer than Alabama ore found near Birmingham, and that it will assay from 60 to 70 per cent. pure. Near these Pandora;" Sphinx Lore; The Country deposits are veins of coal, which is almost pure charcoal, and which, the experts say, can be used for smelting purposes without coking, thus causing a large saving in the manufacture of iron and giving manufacturers special advantages over those in other sections of the country where expensive coke ovens must be maintained. The discovery is due entirely to the projection of the Indianapolis Southern Rallroad, which is chartered to run from Indianapolis almost due south to Rockport. Spencer county. A branch of the road will be run from Bloomington, Monroe o county, through Greene county into Sullivan county, the primary object being to tap the coal fields of these counties and to supply the Indianapolis market. IRON FOUND.

It came to the knowledge of the directors of the road a few days ago that there were evidences of iron deposits in Sullivan and other counties, and three experts at Bir-5 mingham, Ala., were employed to go through the fields and to make tests. These tests were not confined to the company's right of way, but extended beyond it to either side and the result is the discovery of vast deposits of ore almost unprecedented in purity. In addition to the coal deposits which, it is believed, may be utilized for smelting without expensive coking machinery, deposits of limestone have also been found, and it is the opinion of these experts that these will prove formidable rivals of the building stone in Lawrence and other counties. The samples of the iron ore that have been assayed show that there is practically no admixture of sulphur and the same condition of freeness from sulphur is found in the coal veins in the immediate neighborhood.

"It is true," said President D. M. Parry, of the Indianapolis Southern Railroad Company, that valuable deposits of ore have been discovered in Sullivan county, but we are not fully advised as yet regard ing their extent, although it is known that they are enormous. Sixty days ago we employed three experts from Birmingham and their report will be submitted to us within the next ten days. While we do not know what the details of that report will be, we do know that the ore has assayed remarkably well, running from 60 to 70 per cent, pure, and that the indications are that the ore is inexhaustible. In addition to this ore, there has been discovered a forty-inch vein of coal which is almost pure charcoal, and it can be utilized for smelting the ore without coking. The experts have informed us that the ore is a much better grade than that near Birmingham, Ala., and the discovery is

destined to revolutionize the iron industry in this part of the country. Some of this ore is on the right of way of the Indianapolis Southern Railroad, but much of it is on lands now held by other people.

RICH IN COAL. "The whole territory is rich in iron, coal

and building stone, and the first steps toward the development of the iron and building stone deposits will be taken in a short time. The discovery is certainly the most important to the people of Indiana since natural gas was discovered, and it will give an impetus to industrial growth second only to the strides which Indiana has taken through the natural gas utilization."

Mr. Parry said that he has no means of knowing the value of the ore deposits, but they exist in such quantities that \$100,000,000 would be a small estimate to place on their value. "Experts have suggested a value of \$100,000,000 as the minimum of value," said Mr. Parry, "but the investigations have not progressed far enough to know the full extent of the discovery. We know though," he added, "that the supply of iron ore is practically inexhaustible and that it means the establishment of many iron industries in Indiana within the next

As soon as the result of the tests were known agents of the men interested in the Indianapolis Southern Railroad went into the territory and bought up considerable bodies of land, but it was assumed that these purchases were made on account of coal only, and some of the sellers will be surprised to learn that valuable ore deposits have been discovered in their land. Among those who have made large sales within the past few days is James R. Riggs, defeated candidate for auditor of state on the Democratic ticket. He got a big price for his land, and said on the night of election that he felt compensated for his defeat to some extent. The activity of buyers, however, excited suspicion in some quarters and many offers made were either refused or taken under advisement.

CONSPIRACY TO DEFRAUD

ALLEGED ATTEMPT TO SWINDLE AN INSURANCE COMPANY.

Two Men Charged with Impersonating Consumptives and Securing Policies for Large Amounts.

EL PASO, Tex., Nov. 8 .- T. C. Richardson and W. Mason, charged with one of the biggest and most unique insurance swindles of recent years, are on trial here. It is alleged that they planned to defraud the New York Life Insurance Company out of hundreds of thousands of dollars. The general plan of whoever perpetrated the swindles was to secure the assistance of a healthy man who impersonated a consumptive, whose name appeared on the application, the strong man being made the beneficiary. In two instances, involving policies of \$10,000 and \$15,000, the person insured mysteriously disappeared. An examining physician at Dallas, to-day, identified Mason as the man who represented himself as one Evans for a policy of \$10,000. Another application for \$100,000 is claimed to have been fraudulent. Other instances, it is said, will be shown. Bodies of people who died at Chihuahua will be examined.

AN ELEPHANT STRANGLED

MANDARIN PUT TO DEATH IN HIS CAGE ON A STEAMER.

Two-Inch Hawser Put Around the Circus Beast's Neck and Drawn Tight by a "Winch" Engine.

NEW YORK, Nov. 8 .- Mandarin, an elephant of the Barnum & Bailey circus, was executed by strangulation to-night in his cage on the main deck of the steamship Minneapolis. A two-inch hawser was placed around Mandarin's neck and each end of the hawser was fastened to the drum of a "winch" engine. The engines were started at the same time and ran slowly at first, until the hawser was taut about the animal's neck, when the speed was increased, and the hawser quickly tightened. In a minute and a half the hind legs sank to the floor of the cage and the elephant was unconscious. Just eight minutes after the engines had been started Mandarin was pronounced dead. The cage containing the body was then hoisted from the ship by a crane and loaded on a barge, mission next week and their verbal report in which it was towed about twenty miles

> Mandarin was the largest elephant in captivity at the time of his death and had been with the Barnum & Bailey circus for twenty-four years. He weighed five tons and stood nine feet ten inches high. The elephant had recently become unmanageable, rendering his destruction necessary.

IGHER WAGES DEMANDED

CHICAGO TRAINMEN HAVE VOTED IN FAVOR OF A STRIKE.

Not Likely to Quit, However, as an Increase Will Be Granted-No

Strike of Switchmen.

CHICAGO, Nov. 8 .- The Brotherhood of Railroad Trainmen has voted in favor of a strike in case the railroads in the Chicago district shall refuse an increase of more than 21/2 cents an hour wages. Although the brotherhood has voted for a strike, its members are not likely to quit work. Before the vote was taken some of the railroad managers had announced that a greater increase in wages would be allowed the men than that first offered. It is probable that as soon as the result of the vote shall be announced another conference will be held. At this conference it is expected that an increase of 4 cents an hour will be offered, and this offer will be accepted. In a statement issued to-night Frank T. Hawley, grand master of the Switchmen's Inion of North America, which is not affiliated with the Brotherhood of Railway Trainmen, states that the members of his organization have voted to accept the increase of 31/2 cents an hour for foremen and 21/2 cents for helpers. He states further that the members of his union will not be drawn into any strike which the brotherhood may inaugurate. The Switchmen's Union of North America claims 1,860 members in Chicago and this membership alone would give the railroads a fair sized working force in the event of a strike of the brotherhood men. Grand Master Hawley, in his statement, charges that the brotherhood is encroaching on the field of his union in assuming to include the switchmen in the demands for a further increase of

Brotherhood of Railway Trainmen. night issued a statement to the effect that the probability of a strike would be settled. possibly, on Monday. Regarding the settlenent of the switchmen he said: "It is posibly true that the switchmen on the Rock sland road have accepted the advance of 214 and 314 cents offered them. The brotherhood has no contract with this line and filed no request for increased pay with it."

FREIGHT TRAIN CRASHES INTO A CONSTRUCTION CREW.

Fog and Confusion of Running Orders Brings Collision on the C., H. & D. Near Irvington.

MEN RECEIVE INJURIES

MAY PROVE FATAL IN SEVERAL OF THE CASES.

Injured Are Brought to St. Vincent's Hospital and Placed Under

PINIONED UNDER DEBRIS

Skilled Surgeons.

ESCAPING HOT WATER SCALDED

THE IMPRISONED MEN.

Assistance Reached the Scene Promptly and the Sufferers Were Cared For-The Injured.

-Dead.-GEORGE MERRIAM. telegrapher, Brownsburg, Ind. JOHN VEITZ, craneman, Dundee, Mich.

BERT FOUTZ, laborer, Thompson, Mo. -Injured.-ORLANDO M'KINNEY, fireman, both legs broken, Hamilton, O. RALPH ELLIS, brakeman, leg broken and foot crushed, No. 1414 East Washington

ROBERT B. STEPHENS, laborer, both egs crushed, No. 5 Temple avenue, city. JOHN DAME, laborer, left leg crushed and scalded, Monroe, O. CLIFFORD YOUNG, leg crushed, To-

LEE MILLER, engineer, right leg crushed, Hamilton, O. C. M. PAYNE, fireman, back sprained and face bruised, Hamilon, O. CHARLES BUNTING, engineer, legs broken, scalp wounds and face cut, Hamil-

ARTHUR REYNOLDS, conductor, back and head injured, Hamilton, O. KELLEY KING, laborer, scalp wound, Montezuma, Ind. In the dense fog, without warning or premonition, two trains on the C., H. & D.

crashed together while running at high speed, early yesterday morning on the curve just south of Irvington. As a result three men are dead and ten others are injured, some probably fatally. Seven of the injured were operated on the

surgeons at St. Vincent's Hospital. Of this number one, Merriam, died. The others were Orlando McKinney, Ralph Ellis, John Dame, Charles Bunting, R. B. Stephens and Clifford Young, from each of whom one limb was removed. The surgeons were unable to say last night what are the chances for ultimate recovery of any of them. It was felt unsafe to predict recovery until the effect of the shock had been demonstrated. The accident was one of those which cause shuddering. The casual reader, usually imperturbable, must feel shocked at the de-

tails, most of which appeal to sympathy with unusual force. It was the old story of a heavy fog and a confusion of orders. A freight train from Hamilton, O., came around the curve at high speed and met a construction train leaving Indianapolis at high speed. Each crew was proceeding under orders that contemplated a clear track. Each was confident that the orders were right and no precaution had been taken by either. It is said the two engines were not over 300 feet apart when they sighted each other. Their impact was terrible. It was heard half a mile away and perhaps this was fortunate, as relief came promptly from many quarters. Men and women waded Pleasant run to reach the scene and to alleviate the sufferings of the unfortunate men. Physicians were summoned and responded rapidly. THE TRAIN CREWS.

The freight train was composed of sixteen cars and left Hamilton, O., at 6:25 Friday night. It was in charge of Conductor Charles Woolley, of No. 214 Randolph street, this city. The brakemen were Bernice Dittmer and William Lawton, of Hamilton, O. The engine, No. 324, was in charge of Engineer Lee Miller and Fireman C. M. Payne, both of Hamilton, O. The construction train was in charge of Conductor Arthur Reynolds, of Hamilton, O. The engine, No. 315, was in charge of Charles Bunting and Fireman Orlando McKinney, of Hamilton, O. George Merriam, a telegrapher, was in the cab with them. Others on the tender were Clifford Young, John Dame, Kelley King, Robert B. Stephens, Ralph Ellis, William Grass and Bert Foutz. John Veitz was on the car containing the hoisting crane, which he operated. The two engines were of the mogul pattern and of about equal weight. That of the construction train-No. 315-was moving backwards and on the exposed end of its tender many of the laborers were seated. Considering the character of the accident these laborers were in the most perilous position. They saw the headlight of the approaching train and almost instantly tried to leap to safety. Before they could accomplish this the great engines had come together with a tremendous crash, followed by the explosion of the cylinders of the freight engine, and the men were buried under the wreckage that instantaneously piled up. It was the work of seconds and not of minutes. While the impact of the engines was great, the lightness of the construction train prevented more serious injury to the freight train, and the force of the collision was almost spent by the time it reached the caboose.

LEAPED FOR LIFE. Engineer Miller and Fireman Payne, of the freight train, and Bernice Dittmer, a brakeman, leaped from the engine and found safety in the soft earth along the embankment. Neither of them was seriously injured. Engineer Buenting and Fireman McKinney, of the work train engine, attempted to leap, but were too late. Mc-Kinney was pinioned by his legs when the tender crushed the cab and Buenting was pinioned in the cab, but not so seriously injured nor thrown into such a terrible position as McKinney, who hung from the side of the cab, head downward, and was not released until the tender broke away and jumped the track. Bunting had reversed his engine and was found in the cab when the engine stopped. One of his legs was broken and the other had received a compound fracture. While Buenting did not